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MEMORANDUM

TO: Steve Bolliger, Lorig
FROM: Rick Williams, Rick Williams Consulting
DATE: January 31, 2005

RE: **Review of Northgate South Lot Parking Development Assumptions**

I. Background

Per your request, I have taken the opportunity to briefly review the parking development assumptions that Lorig is making as regards development of the Northgate South Lot. The essence of the request is to provide my professional opinion as to whether the amount of parking you are proposing is (a) reasonable for the type of development proposed and (b) adequate to meet the parking demand needs of your mixed-use site.

Rick Williams Consulting is a professional parking demand and transportation demand management consulting firm with 15 years in the parking industry. We have extensive experience in both parking development and parking policy development for private and public clients throughout the Pacific Northwest, the United States and Canada. I also have a good understanding of the site, having recently completed work for Metro King County on parking demand and planning around Metro's efforts to develop the Northgate TOD site.¹

My review at this time is "at the surface" but I feel comfortable with the basic conclusions that are stated here given my experience with mixed-use developments and parking in other cities. If, however, you would like a more detailed analysis I would be glad to provide that to you.

II. Parking Assumptions

My review is based on materials provided to me by Lorig, dated 1/25/05. The primary assumptions of the Lorig proposal are as follows.

- a. Lorig proposes to build dedicated parking for its For Sale Housing and Senior Housing components at 1.50 stalls and 0.50 stalls per unit, respectively. This would translate into 117 stalls for the For Sale Units and 63 stalls for the Senior Housing units. These stalls would be operated exclusively for these living units.
- b. Lorig proposes to build parking for the remainder of the land uses in the project as summarized in Table 1, below. It is Lorig's intent to build parking at an efficient rate and seek to share uses of parking also available in the area immediately adjacent to the Lorig

¹ For purposes of disclosure, Metro King County approved of Rick Williams Consulting assisting Lorig in a review of their parking assumptions and proposal. The work provided here is independent of Rick Williams Consulting's work for Metro King County.

site (i.e., King County Metro's TOD parking site. Metro King County has expressed an interest in this type of shared use arrangement.

As Table 1 suggests, Lorig proposes to construct 498 "undedicated" parking stalls on a combination of structured, surface lid and on-street parking. These stalls would provide access for a mix of uses that include market rate rental and affordable housing as well as demand for service retail/office and restaurants located on the site. Overall peak parking stall demand is estimated to reach approximately 560 stalls based on the parking ratios proposed. Actual peak stall demand is estimated to occur weekday evenings between the hours of 6:00 p.m. to 9:00 p.m. when the combination of housing, retail and restaurants parking demand are highest.

Table 1
Summary of Parking Assumptions

Land Use Type	Units/ Square Foot	Proposed Parking Demand Ratio	Estimated Peak Stall Demand	Actual Stalls Proposed to be Built for Market Rate/Affordable Housing and Commercial Uses	
Housing					
Market Rate - Rental	316	0.80	253	Structured	410
Affordable	80	0.65	52	Surface Lid	66
				On-Street	22
<i>Sub-Total - Housing</i>	396		305	TOTAL Built	498
Commercial					
Service Retail	35,000 sf	3.00	105		
Service Office	10,000 sf	3.00	30		
Restaurants	15,000 sf	8.00	120		
<i>Sub-Total - Commercial</i>	60,000 sf		255		
<i>Estimated Peak Stall Demand - Housing & Commercial</i>			560		

- c. A recent Metro King County analysis of actual parking use at the Northgate TOD site (Park & Ride) found that stall availability at the site ranges from 153 to 730 stalls between the hours of 4:00 p.m. and 9:00 p.m. weekdays. Table 3 summarizes the findings of the King County survey of its Northgate Park and Ride Lot.

Table 3²
Northgate: T/C East and West - 788 stall Total Supply

Time of Day	Occupancy T/C East & West	Stalls Available
4:00pm	81%	153
5:00pm	51%	389
6:00pm	20%	628
7:00pm	14%	675
8:00pm	10%	707
9:00pm	7%	730

III. Reasonableness of Lorig Assumptions

- a. Lorig's assumptions regarding the need to provide a dedicated parking supply to the For Sale Housing and Senior housing components of the project is reasonable and prudent. The

² Actual utilization counts provided by Metro King County. Counts taken in November 2004.

marketability of For Sale Housing and the unique nature of Senior Housing operations necessitate this type of assumption. The 1.50 per unit ratio that Lorig proposes for ownership housing is consistent with the parking demand needs seen in other similar developments in urban and urbanizing areas of the Pacific Northwest. Similarly, the ratio of 0.50 per unit for Senior Housing is consistent with this type of housing stock. I am aware of a similar project in Olympia, Washington that provides parking at this same level.

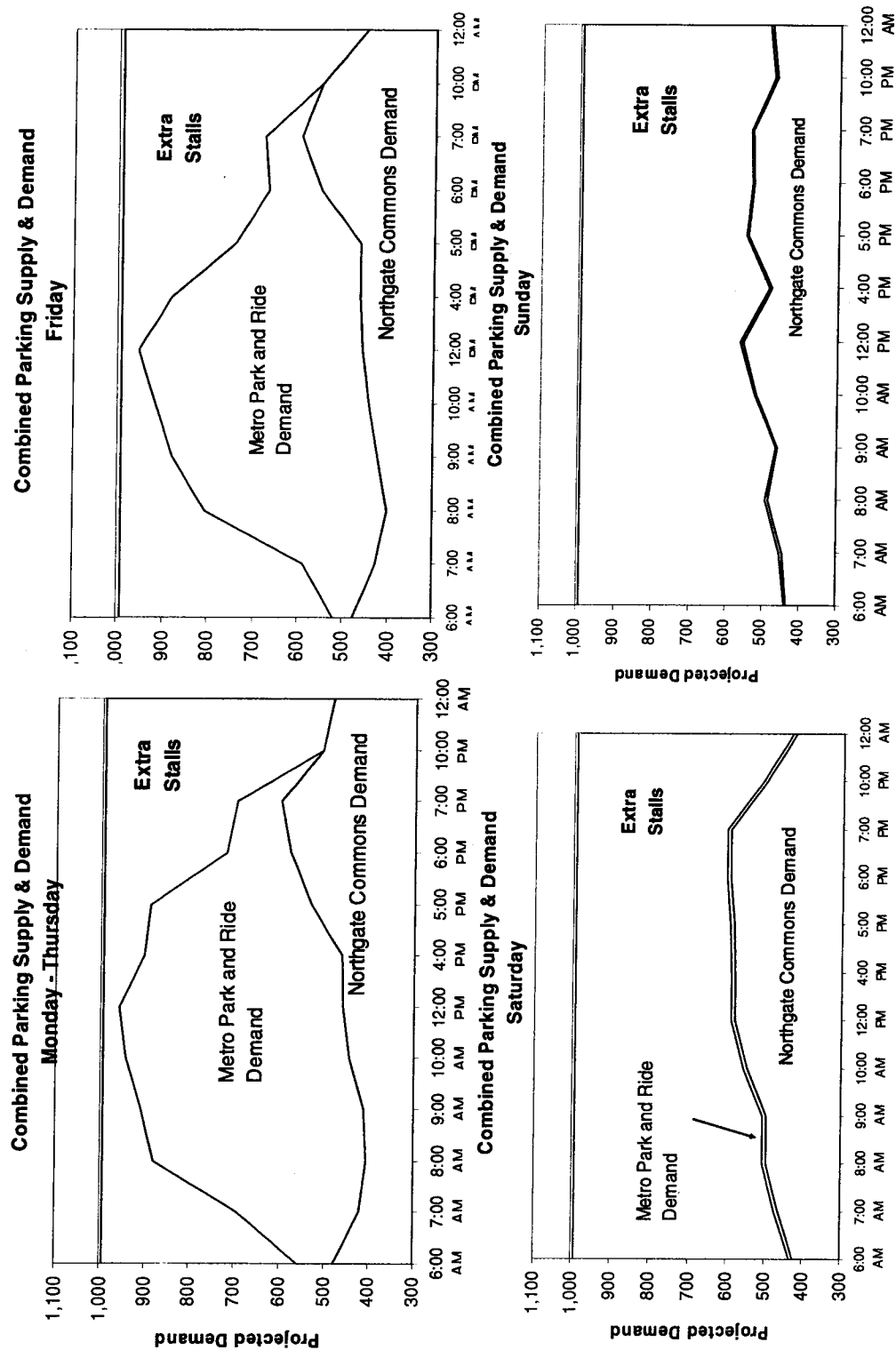
- b. I find the ratios and demand figures proposed by Lorig to be reasonable based on the information provided to me by Lorig. The ratios are consistent with similar mixed-use projects in the Pacific Northwest and other projects cited by the ULI and the Victoria Transport Policy Institute. Also, my experience in Portland, Oregon in projects like The Round in Beaverton, Oregon and Orenco Station in Hillsboro, Oregon would suggest that the ratios proposed are reasonable and consistent with the need for parking in proximity to an active transit center.
- c. The strength of the Lorig proposal is in its desire to seek shared use opportunities as a means to reduce overall parking development in the area. This is particularly true given the input Metro King County has given regarding its desire to maximize the use of its TOD parking, particularly during the time periods when its lots are significantly underutilized.

Based on the demand numbers provided, the site's peak demand of 560 stalls would generate a "stall deficiency" of approximately 62 spaces, based on the 498 stall total Lorig proposes to accommodate its mixed use demand. The Metro TOD Park & Ride site maintains a minimum surplus of parking that is at least two times Lorig's deficiency at 4:00 p.m. (153 stalls) and raises to 628 available stalls at the peak of Lorig's demand (6:00 p.m.).

IV. **Summary**

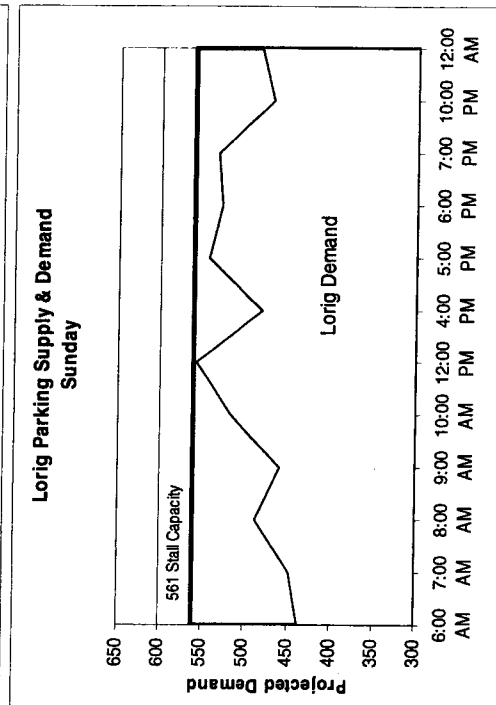
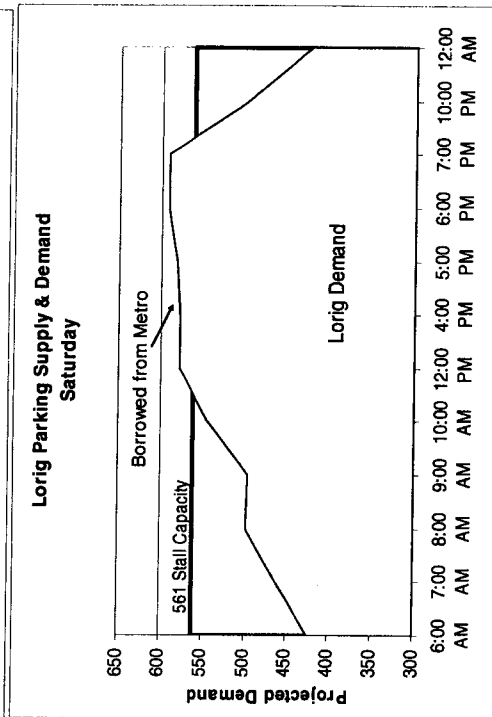
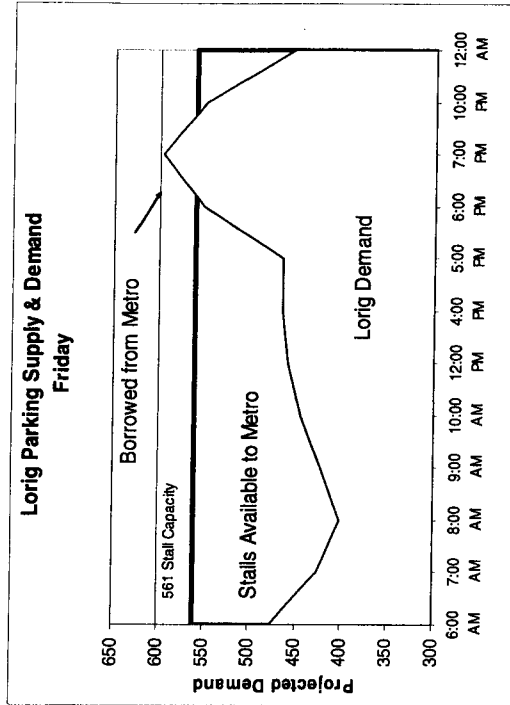
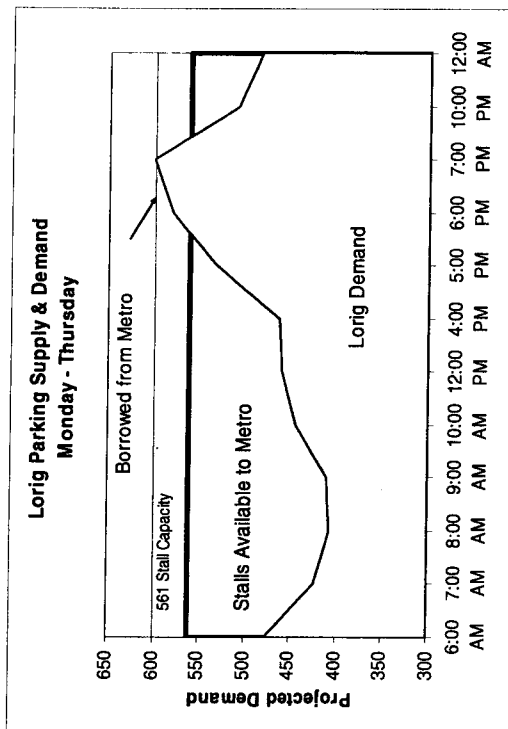
From my review of the Lorig proposal and my experience in parking development, I find the Lorig proposal to be consistent with parking demand in similar mixed-use projects throughout the Pacific Northwest. The levels of parking are very marketable for the tenant uses and set a standard for uses leveraging proximity to a transit center and TOD. The shared use parking concept is commendable, given that it would maximize existing parking resources in the immediate area and compliment Metro King County's desire to serve as a shared use partner and truly contribute to "transit oriented development." The key to the arrangement will, of course, require discussions with Metro King County to formalize a shared use agreement.

Northgate Commons Shared Parking Summary



“By managing the combined supply of parking, there is more than enough capacity to handle all needs of the different users.”

Northgate Commons Shared Parking Summary



“By managing the combined supply of parking, there is more than enough capacity to handle all needs of the different users.”

Northgate South Lot
Shared Parking Estimate

SPACE PROGRAM

Type	Units / Sq Ft	Parking Ratio	Peak Demand
Market Rate Housing	316	0.80	253
Affordable Housing	80	0.65	52
Senior Housing*	125	0.50	63
For Sale Housing*	78	1.50	117
<i>Housing Subtotal</i>	<i>599</i>		
Service Retail	35,000	3.00	105
Service Office	10,000	3.00	30
Restaurants	15,000	8.00	120
<i>Retail Subtotal</i>			<i>255</i>
Grand Total Without Sharing			739

* dedicated stalls

PARKING PROGRAM

Type	Stalls
Structured	410
Surface Ld	66
Senior Hsg	63
On-street	22
Total	561

Project Comparisons	Uwajimaya	Overlake	University House-Seattle**	University House-Issaquah**
Type	Market Rate Housing	Affordable	Senior Care	Senior Care
Studios	56	32%	75	24%
1 Bedrooms	68	39%	118	38%
2 Bedrooms	52	30%	106	34%
3 Bedrooms	0	0%	9	3%
Independent Living	n/a	n/a	120	82%
Assisted Living	n/a	n/a	26	18%
Total Units	176	308	146	212
Stall/ Occupied Unit*	0.78	0.58	0.38	0.55

* includes guests

** includes approximately 20 staff personal during peak times

***King County Metro Parking Utilization Transit Center East Lot**

*Assume 60 stall reduction for 3rd Ave NE dedication

Time	Capacity	M-TH	Friday	Saturday	Sunday
Actual Capacity		492	492	492	492
6:00 AM	432	79	42	10	5
7:00 AM	432	270	163	10	5
8:00 AM	432	474	405	10	5
9:00 AM	432	497	455	10	5
10:00 AM	432	499	474	10	5
11:00 AM	432	507	487	10	5
12:00 PM	432	498	494	10	5
1:00 PM	432	502	493	10	5
2:00 PM	432	498	487	10	5
3:00 PM	432	478	466	10	5
4:00 PM	432	438	418	10	5
5:00 PM	432	357	276	10	5
6:00 PM	432	142	116	10	5
7:00 PM	432	96	82	10	5
8:00 PM	432	71	55	10	5
9:00 PM	432	61	37	10	5
10:00 PM	432	0	0	10	5
11:00 PM	432	0	0	10	5
12:00 AM	432	0	0	10	5

Lorig Parking Utilization

Time	Onsite Capacity	M-TH	Friday	Saturday	Sunday
6:00 AM	561	478	478	423	435
7:00 AM	561	423	426	462	447
8:00 AM	561	407	401	497	487
9:00 AM	561	412	422	495	460
10:00 AM	561	444	444	544	517
12:00 PM	561	459	459	579	556
4:00 PM	561	463	464	577	481
5:00 PM	561	532	464	582	543
6:00 PM	561	580	552	592	528
7:00 PM	561	601	596	592	533
10:00 PM	561	509	551	499	469
12:00 AM	561	484	454	423	484